

Rail~Volution
“Building Livable Communities with Transit”
Sept. 8-11, 2019
Vancouver, BC, Canada

Submitted by: Mary Schmidtke
Senior Advisor
Office of Councilmember Brandon Elefante

Opening Plenary

Powering Up! Hit the Ground Running!
Monday, Sept. 9, 8-9:30 am

Focus of Conference:

- *How our cities and regions are being transformed into livable places.*
- *What’s unique about Vancouver and how those distinct characteristics inform land use and transit perspectives.*
- *How have we made our communities healthier, more economically vibrant and socially equitable? More environmentally sustainable?*
- *Where is Rail~Volution heading?*

Emcee: Sarah Ross, Director System Planning, Transportation Planning and Policy, TransLink, New Westminster, BC

Bowinn Ma, Member of the Legislative Assembly of British Columbia for North Vancouver-Lonsdale/Parliamentary Secretary for TransLink, Vancouver, BC

Jonathan X. Coté, Mayor, City of New Westminster, BC

Earl Blumenauer, Congressman, 3rd District, Oregon/Rail~Volution, Board of Directors

Roger Haskett, President, Engagement Unlimited, Vancouver, BC

SARAH ROSS

- Traditional opening in Canada is to acknowledge land history and dwellers. Ms. Ross indicated that Vancouver is a coastal temperate rain forest and she listed the indigenous groups associated with the area.
- Focus at TransLink is how to be future-ready.
- Look at innovation, equity, affordable housing.
- Create communities and support economic empowerment.

BOWINN MA

- In Vancouver, 50% of transit trips are by non-car mode
- Ridership increased 7.1% over the last year
- Challenges to transit expansion are basically political, not technology.
- Past laws, legislation, rules, reflect common consensus values of right and wrong.
- But need to be adjusted to serve broader community.
- Representation, public will and leadership matter.
- Vancouver has \$7.5B investment in TransLink, for a community of approx. 2.5M people.
- In the city trips include 7% cycling, 17% transit, 29% walking.
- When peer to peer on-demand trips are allowed (beginning Sept. 16) what will be impact on public transit?
- Automated vehicles are on the horizon
- Will the impact be increased mobility or gridlock?

JONATHAN X. COTE

- Many of the decisions that shaped the success of TransLink were in the distant past such as when the decision was made not to permit highways into the major city centers.
- Also, the creation of urban containment boundaries (to protect AG land) and the natural boundaries of being bounded by the mountains and the sound led them to plan differently focusing on a regional growth strategy and regional town centers.
- Developed nodes of mixed use.
- In three year there has been an 18% growth in public transit ridership.
- The area has invested in improvement including increased bus service/sea bus service/rapid transit and SkyTrain.
- Surrey (nearby town) has seen an 18% growth in transit service because the system provides good reliable service.
- TODs have been successful in increasing values BUT lower incomes are priced out of the corridor
- The growing population will also have a significant impact in the area.

EARL BLUMENAUER

- The new focus is on "livability".
- In the past did not know to address affordability/displacement/equity/restorative justice.
- In Oregon, a ballot measure just passed to require large out-of-state companies to build climate-change ready green infrastructure.

- U.S. Congress must address housing infrastructure. (This has huge impact on health care system.)
- How about using “home deduction” to provide funds to assist others to obtain housing?

ROGER HASKETT

- We all need to learn how to become more engaged! This is the era of the citizen.
- It is our responsibility to put our world back on track.
- Rogers Rule of Engagement (how to get the most out of any situation):
 - 1) Step Up, and Step Back
 - * Work to interact and the let others have space to speak.
 - 2) Misery is Optional
 - * You’re responsible for yourself and if you have an issue—take care of it---so you can engage without distraction
 - 3) Movement is Necessary
 - *Moving maximizes productivity and concentration
 - *“The brain can only absorb what the bum can endure.”
 - *Humans were meant to move—“sitting is the new smoking.”
 - 4) T is for “Term”
 - *if you don’t understand a term or reference: ASK.
 - *keep an eye on others: if they are left out/don’t understand they will withdraw/not be engaged.
 - 5) The more fun you have the more fun others have.
 - Play gives us power: play=engagement=contagious power.
 - 6) SMILE
 - * The 10/5 Way: within 10 feet of anyone you smile, within 5 feet of anyone you say Hello!
 - *Engagement is contagious and advantageous (and improves employee efficiency).
 - *The rise of the citizen participant is the way to address despair/pessimism/feeling of being overwhelmed and powerless.
 - *Energy is positive force: those who believe in brighter/positive future take steps to make it happen.

Mobile Tour

#7 Driving the Driverless Train

Monday, Sept. 9, 11:00 am – 3:00 pm

- 20 minute ride on TransLink to the rail operations and maintenance center.
- **Presentation by Chris Morris, Director, Engineering Assets**
- B.C Transit Company responsible for operations and maintenance of SkyTrain Expo and Millennium Lines.
- 1,000 employees.

- 370,000 weekly boardings.
- O & M Costs of \$173M/year
- Linear Induction Motor.
- Fully automated and unattended train operation. Driverless.
- Fully segregated right- of-way.
- Light weight cars.
- Third and fourth rail for power collections and return.
- Steerable axle trucks.
- Driverless trains do require redundancy on trains to address possible problems and avoid breakdowns.
- System also need/has redundancy tracking so that if train breaks down driver can arrive and drive it back to station/maintenance facility.
- Maintenance facility also needs automated tracks otherwise you need drivers to activate the vehicles in and out of the yard.
- Operating since 1986 without any train collisions.
- Average speed is 44mph. 80mph is top speed.
- Trains have 2 minute headways—looking to reduce that to 90 seconds but could be problematic in that with reduce headways any delay might cause pile-up.
- Currently 33 stations.
- Stations now have Smart Cards/Fare Gates. Previously were using the Honor System with spot checks by transit police.
- Working on Millennium Line extension that will require undergrounding. (opening mid-2020s)
- Do have increases in ridership but fleet has reached capacity. Procurement for new cars coming up soon.
- **Presentation by SkyTrain Attendant: Ryan**
- Every station has a SkyTrain Attendant responsible for:
 - Crowd control
 - Transit police coordination
 - First Aid/Emergency Response
 - Check fares (have hand-held unit)
 - Respond to train accidents
 - Supervise station/fare gates
 - Assist passengers

Buffering Transit Operations with TOD

Monday, Sept. 9, 4 pm-5 pm

CONTEXT: How did Sound Transit locate its new Operations and Maintenance Facility (OMF) and still support the vision established by the City of Bellevue? Hear how the agencies are working

together to accomplish two distinct and somewhat contradictory goals: an efficient OMF facility and a walkable, sustainable TOD that embraces the best urban design, with over 1.1 million square feet of development within a quarter mile of a new light rail station. Meet the design-build team and learn from their integrated planning approach.

Moderator: Tracy Reed, Deputy Project Director, University Link, Sound Transit, Seattle, WA

Kokila Lochan, Director, VIA Architecture, Seattle, WA

Ric Ilgenfritz, Vice President, David Evans and Associates, Inc., Seattle, WA

Sloan Dawson, Land Use Planning Manager, Sound Transit, Seattle, WA

Nancy LaCombe, Project Manager, City of Bellevue, Bellevue, WA Buffering Transit Operations with TOD

RIC ILGENFRITZ

- Sound Transit began operations locally in Seattle in 2005
- Sound Transit intends to open its new “East Link” branch from Seattle to Bellevue by 2023.
- Recognition dawned that they would need to build an operations and maintenance facility
- City of Bellevue was not happy with the OMF site selection and wanted input in the site design.

NANCY LACOMBE

- City of Bellevue had rezoned 900 acres from Light Industrial to TOD to accommodate growth along the rail line.
- Wanted development to include parks, open space, stream corridor and design standards.
- Also created a public infrastructure phased implementation plan.
- City made commitment to development of civic spaces.
- Work began for the City of Bellevue and Sound Transit to work towards an MOU.

SLOAN DAWSON

- To achieve city and Sound Transit goals the Sound Transit project needed to provide replacement of 1.1M sq. feet of development capacity.
- The agency, and the market could not afford to do this.
- Looked at TOD feasibility on the site (and ultimately a complex multi-party deal was struck including land swaps and other complicated partnerships).
- Now the teams needed to look at design possibilities on the particular site chosen for the OMF.

- They determined that they needed to create the off-set BEFORE getting to the design-build phase.
- The design-build contract worked well because early on they were looking at what the design options would require in terms of engineering and building the project.
- Stakeholder groups were reengaged since this project would be something much more than just the OMF.
- The key was to position the design build to optimize the O & M operations while maximizing 1.1M sq. ft. for development.

KOKILA LOCHAN

- Design team early on decided they needed to separate the two uses onto two different parcels.
- Design ultimately hides the OMF behind office and housing developments, including affordable housing units as required by law.
- Did need to acquire additional 10-15 acres.
- While Bellevue did a property swap with Sound Transit they did require 80 units at below 60% AMI and 20% of the units be 2-bedroom and 10% of the units be 3-bedroom units.
- It was necessary to reduce the footprint of the OMF and request more height flexibility.
- RFP to be issued in very near future.

Tuesday Plenary

The Challenge of Getting it Right: Success, Housing Affordability and Displacement in the Vancouver Context

Tuesday, Sept. 10, 8 am - 9:30 am

Context: Successful planning and transit development in the Vancouver region have made it one of the most livable and sustainable cities in North America. It's also one of the least affordable. Many moderate and low-income people have been priced out of living in or near city centers. What are the forces driving the affordability crisis? How are people getting by (or not) in this unaffordable real estate market? See how regional leaders and the community are addressing these issues.

Moderator: Frances Bula, Urban Affairs Contributor, The Globe and Mail, Vancouver, BC

Andy Yan, Director, City Program, Simon Fraser University, Vancouver, BC

Jay Pitter, Author/Placemaker/City-Builder, Toronto, ON

Andrea Reimer, Adjunct Professor, School of Public Policy and Global Affairs, University of British Columbia/Loeb Fellow, Harvard University/ Former Vancouver City Councillor, Vancouver, BC

Tim Grant, Vice President, Development, PCI Group, Vancouver, BC

Janice Abbott, Chief Executive Officer, Atira Women's Resource Society, Vancouver, BC

ANDY YAM

- Vancouver area has 53% of the population of British Columbia.
- Vancouver responsible for 58% of GNP of British Columbia.
- Vancouver has .3% of the land in British Columbia.
- Geographic constraints include ocean, mountains and US Boarder.
- Transit has been an organizer of urban growth with recognition of the AG green belt.
- 20% take public transit—the highest percentage in the entire west including USA.
- 1 in 5 housing units within 130 ft. of a SkyTrain station.
- Transit has created gentrification with rising housing prices while incomes have remained flat.
- Lower income residents have been displaced and homelessness has climbed.
- Climate change is also having impacts.

JAY PITTER

- Need to look at what services community says it actually wants/needs.
- In Toronto, there are transit gaps esp. for students on the bus lines. Issues such as not wanting to cross gang territories....and gang violence on buses.
- Gentrification and displacement are structural and endemic.
- Transit was created by powerful upper class to serve the entitled.
- As transit moved into poorer neighborhoods it has pushed out those residents.
- Have to look at class, race and race-based displacement.
- Develop anti-displacement tool kit and recognize each community is different.
- Audit all current policies to ensure equitable urban development and develop new policies.
- Important to go out to community—learn---observe—collaborate.
- Housing and public transit are human rights.
- Government has abdicated responsibilities for these.
- Transit can be linked to freedom, possibility, healthy spatial entitlements.

ANDREA REIMER

- Communities have tried to solve gentrification/affordability problems using market forces and those market forces have actually created the problems.
- Vancouver has seen homelessness increase 25% per year.

- Need to determine who we are trying to make transit communities work for.
- Focus need to be on building for low income and keeping low income in place.
- Realize any development has unintended consequences in other sectors.
- Control the building of housing with short term rental controls and empty home taxes.
- Need to have clean hands and empower community voices, such as renter advisory committees, and spaces for advocacy.
- Mix places to live and work like Paris, Copenhagen, etc.

TIM GRANT

- There is a place for private development of low market housing.
- It should not be done at the expense of Industrial space or good job/industry spaces.
- There have to be enough funds to cover the cost of the units.
- There are ways to get cost down such as tax rebates, government support and increased height and density.

JANICE ABBOTT

- Housing for women in need is a missing element in most areas and in most projects.
- Single women with children are being excluded.
- They have to move further from work and/or schools, can only obtain smaller units with fewer amenities.
- They need access to work and nearby schools for their children and appropriate gathering places. Practically impossible to find.
- Suggestion that building on raw land does not result in displacement is untrue since surrounding properties improve in value and renters at the low end get squeezed out.
- Supports setting up Community Land Trusts and build what works for that neighborhood, putting land and decision-making power in the hands of the community.

Mobile Tour

#17 Affordable TOD: Planning for Us All

Tuesday, Sept. 10, 11:30 am – 3:30 pm

Context: Tour Vancouver neighborhoods to take a look at emerging trends, from micro-retail to middle-housing. How can they support transit ridership in the context of station area planning and TOD? Learn about middle-housing zoning and land use policies. How can they support transit ridership? Where do they fit in to your goals of mixed-income communities and equitable TOD? A mix of strategies you can use in your own region.

KRISTIN BEHLER, Community Planner, City of Vancouver

- TransLink ride with stops at 8 distinct housing and mixed-use site along the Vancouver Rail Line.

- Vancouver now managing development at some of the transit sites with projects that have significant increases in density and height particularly next to stations.
- Mixed use with apartments, retail, office and parking.
- Half the rental residential units are subsidized and half are market units.
- Recent city attempts are being made to increase affordable units.
- Now, as large sites come in for rezoning affordable units will be required, as well as a public benefits package.
- Looking for benefits like community centers, child care, library, senior centers performance areas, meeting facilities built by developer and turned over to city as turn-key operations.
- BECAUSE any of these are hard to deliver after-the-fact!
- City does have a protections for existing rentals and tenant relocation.
- Also, have requirements related to family-sized: 35% must be “family-sized” with 2 bedrooms or more.
- New developments along the rail line now have a “Development Contribution Expectation Policy” set up prior to building/rebuilding.
- “Middle-housing” is allowing more units on residential parcels generally a street or two back from the rail line corridor where density and height are at maximum allowed.
- Do have a “Temporary Modular Program” to site affordable and social services housing quickly for the short term as need arises.
- City has realized that rail has not brought affordable units and has squeezed out residents occupying units prior to rail and City MUST be more proactive.

How to Mix Uses

Wednesday, Sept. 11, 9:30am -11am

Context: Take a look at emerging trends, from micro-retail to middle housing. How do these trends affect land use planning? How can they support transit ridership in the context of station area planning and TOD. Learn about middle-housing zoning and land use policies. How can they support transit ridership? Where do they fit in to your goals of mixed-income communities and equitable TOD?

Moderator: Ben Bortolazzo, Director of Planning & Design, Otak, Portland, OR

Tyler Bump, Senior Economic Planner, City of Portland, Portland

Abby Thorne-Lyman, Program Manager for Systems Development, San Francisco Bay Area Rapid Transit (BART), Oakland, CA

Julia Metz, Senior Project Manager, Vancouver Housing Authority, Vancouver, WA

TYLER BUMP

- First Trend: “Middle Housing ” is a concept to allow duplex, triplex, and 4-plexes in traditional residential areas.
- Constraints include achievable rents, size of units, infrastructure impacts, parking issues.
- The role of Middle Housing is to increase ridership.
- It is considered a non-subsidized middle income housing strategy.
- Second Trend: Smaller retail operations in mixed use development. Shops on ground floor with living above.

JULIA METZ

- Low income/people of color most heavily impacted in housing.
- Consider this as adding more density between low density and high density.
- Can look at a mixed-use tax category for these areas.

ABBEY THORNE-LYMAN

- Housing goal at BART is that 35% of units along rail line be affordable.
- This is a recently expanded goal for BART.
- Reevaluating BART-owned land. Have 250 acres along rail line.
- Have developed 10 year work plan to work with abutting communities who generally want to see housing, commercial, and jobs.
- State law proposal will force communities to rezone BART land along rail line.
- Land use and zoning are blunt tools. Can create serious and inequitable displacement.
- Must address the consequences as adopt the new regulations.

Closing Plenary

The Future is in Our Hands: The Next 25 Years will be Different

Wednesday, Sept. 11, 11:30am – 1:30pm

Context: Rail~Volution has seen a lot in 25 years. We’ve learned that we can change the future for the better – that by building coalitions, instead of competing, we make the pie bigger. But we’ve also seen unintended consequences from our actions. Displacement. Accelerated change in existing communities. Fragile populations forced to move further from jobs and high-quality transit service.

With the future we face today, just doing more of what we have done will not be enough. The looming existential challenge is bigger, different and arguably more complex than in the past. Forging a new path requires a different coalition, one where we can learn from more cities and regions.

Moderator: GB Arrington, Principal, GB Place Making, Barcelona, Spain

Mac McCarthy, President, Lincoln Institute of Land Policy, Boston, MA

Lisa Bender, City Council President, City of Minneapolis, Minneapolis, MN

Odetta MacLeish-White, Managing Director, TransFormation Alliance

MAC MCCARTHY

- Transit has revitalized and re-inhabited cities.
- Nationwide problem is carry capacity (many systems beyond capacity) and aging infrastructure.
- All of this is being exacerbated by climate change.
- Making our infrastructure resilient will be the challenge of the next 30 years.
- Need a “New Deal” level of investment in nationwide infrastructure.
- Have to do it or cities will not work.
- Need innovation and how to mobilize new sources of revenue.
- Need to relocate out of mono-centric city centers. Gridlock very real in cities.
- Also need focus on reducing emissions/driver miles.

LISA BENDER

- Need innovation at the local level—what works varies wildly depending on the community.
- We are at crisis level with federal and even the states pulling back on affordable housing AND infrastructure funding.

2020 Rail~Volution Conference will be in Miami, Florida from September 20-23.

City Council
City and County of Honolulu

CLAIM FOR TRAVEL REIMBURSEMENT

Date: 9-18-19

Traveler: Mary M. Schmidtke

Event: Rail-Volution Conference 2019


Location: Vancouver, BC, Canada

Dates: From September 8, 2019

To September 11, 2019

Description	Amount	Notes:
1. Registration Fee		
2. Airfare		
3. Hotel	800.09	3-nights at Hyatt Regency Vancouver, BC, Canada
4. Meals	53.79	Kline's Deli, Zefferelli's, Tim Hortons, Air Canada Bistro
5. Ground Transportation	86.49	Aerocar Service Airport Shuttle, Mozio Airport Shuttle
6. Tips	30.00	Hyatt Regency Vancouver, Aerocar Service, Mozio Car
7. Other		
Other		
Other		
8. Adjustment		
TOTAL REIMBURSEMENT	970.37	

This is to certify that the above data, based upon receipts submitted to Council Administrative Support Services via a CCLTRVL02 form, is accurate. Further, I am claiming reimbursement for expenses associated with a trip in which City business was conducted and personal funds were used to advance payment:


Signature of Traveler

9-18-19

Date